Abstract

The invention is a truck chassis offering design flexibility in a vehicle cab by mounting the engine between front and rear wheel assemblies. The present invention provides superior engine-weight distribution, handling, cab occupancy space, and cost effectiveness, while not lowering vehicle ground clearance. The present invention provides a truck chassis frame having front and rear wheel assemblies, a cab attached to a forward region of the chassis frame, and a powertrain having an engine mounted between front and rear wheel assemblies at a position that an engine top extends no more than 10 percent of its overall height above the chassis frame. This is particularly important in configurations wherein the engine top is under the cab. Other design features allow engine cooling systems that significantly reduce or even eliminate an engine tunnel housing in the vehicle cab.